

NORTH CAROLINA WING CIVIL AIR PATROL

U.S. Air Force Auxiliary

Carolina WingSpan

Citizens serving communities: Above and Beyond



MARCH 2009



C/Col. Jeremiah Coogan, U.S. Senator Richard Burr, Col. Roy Douglass
(See Page 2.)

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The following is a paraphrased transcription from the Easter Sunday HF Net of a message provided by ME52. (Any omissions or errors are mine)

1. The Pentagon has directed that the entity formerly known as the "Civil Air Patrol Chaplains' Service" will now be known as 'The Chaplains' Corps'. All documents, business cards and titles must reflect this name change.
2. Under no circumstances will any paperwork be processed for membership or appointment for the positions formerly known as "Moral Leadership Officer" or "Moral Leadership Instructor". The new title is 'Character Development Instructor' or CDI. Any applications bearing the older title(s) will be returned without action.
3. The ME Region Chaplain has submitted his resignation. It is anticipated that the incoming Chaplain will likely be named at the upcoming MER Conference.
4. The National Chaplain's Office has discovered that the majority of CAP chaplains have not gone beyond Level II training. As a result, Chaplains' Courses 221A and B will no longer be counted for professional development or promotional purposes. SLS and CLC will now be required of all applicants in the Chaplains' Corps who seek advancement. Since there are obvious logistical and scheduling concerns for these courses, which are traditionally held on weekends, Chaplains should take advantage of SLS and CLC classes whenever offered. There is a proposal to conduct the subject classes at the scheduled MER Staff College. Those Chaplains who are already Field-Grade Officers will be 'grandfathered', but all incoming Chaplains will be required to follow the same professional development track as all other CAP members.

Capt. Keith Savoy
NCWG Director of Communications
-CKH4



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Do something every day that you don't want to do; this is the golden rule for acquiring the habit of doing your duty without pain.

Mark Twain

US humorist, novelist, short story author, & wit (1835 - 1910)

Cover Photo: This photo was taken by a member of Sen. Burr's staff. It was received too late for the February article on the trip to Wash. DC on Legislative Day

Former Soldier commands N.C. Wing Civil Air Patrol



photo by 1st Lt. Kertis Henderson/NC Wing, CAP

Col. Roy Douglas, left, commander, N.C. Wing Civil Air Patrol, is presented a reenlistment license plate by **Lt. Col. Jayson Altieri,** commander, 2nd Battalion, 82nd Aviation Regiment, 82nd Airborne Division. Douglas assumed command of the N.C. Wing CAP Jan. 5. Altieri presented the gift in honor of Douglas' prior service as an Army officer.

2009 National Emergency Services Academy Invitation

This message is being sent as a reminder to all members. Applications are now being accepted for the 2009 National Emergency Services Academy (NESA) to be held at Camp Atterbury in Edinburgh, Indiana from the 27th of June until the 11th of July 2009. There are courses for all members interested in emergency services, and this is a great opportunity for both new members as well as experienced members to come train with hundreds of their peers from across the country.

Apply online at: <https://ntc.cap.af.mil/ops/nesa/> or download an offline application form from: http://nesa.cap.gov/Documents/2009_NESA_Offline_Application_Form_-_Fillable.dot. Slots will be filled on a first come first served basis through the 17th of May 2009 or until slots are filled, whichever comes first. Personnel are encouraged to apply soon to get into the course or courses they desire. Some courses fill up faster than others and there are a few that are nearly full already. The following fifteen courses will be offered this year at NESA:

National Ground Search And Rescue School (NGSAR)

NGSAR Basic Course – 28 June to 4 July 2009

NGSAR Basic Course – 5 to 11 July 2009

NGSAR Advanced Course – 28 June to 4 July 2009

NGSAR Advanced Course – 5 to 11 July 2009

NGSAR First Responder Course – 4 to 11 July 2009

NGSAR Ground Team Leader Course – 4 to 11 July 2009



Incident Command System School (ICSS)

ICSS Basic Course – 28 June to 4 July 2009 – Includes ICS-300 Training

ICSS Advanced Course – 5 to 11 July 2009 – Includes ICS-400 Training

ICSS Mission Communications Course – 28 June to 4 July 2009 – New in 2009

Mission Aircrew School

MAS Basic Course (Mission Scanner & Airborne Photographer) – 28 June to 4 July 2009

MAS Intermediate Course (Mission Pilot or Observer Track) – 27 June to 4 July 2009

MAS Intermediate Course (Mission Pilot or Observer Track) – 4 to 11 July 2009

MAS Advanced Course (Mission Pilot or Observer Track) – 4 to 11 July 2009

MAS ARCHER Course – 28 June to 4 July 2009

MAS ARCHER Course – 5 to 11 July 2009

Additional pre-requisites and information about NESA and the above courses can be found at: <http://nesa.cap.gov/>.

The fee to attend NESA is \$175 per course which includes, meals, lodging on site, printed training materials and aircraft and ground vehicle sortie costs on site. Participants are responsible for their own transportation to and from NESA, though many personnel are able to travel in corporate vehicles and aircraft as they are needed on site for training. We also know in these tough financial times that some people will have difficulty attending activities like this without assistance. The NESA Alumni Association has several scholarships available for members in need of financial assistance. Scholarship applications must be received by the 15th of March 2009 to be considered, and members can download a scholarship application at: http://nesa.cap.gov/Documents/2009_NESAAA_Scholarship_Application_Form_-_Fillable.dot.

Staff members are also still needed. Staff members are typically prior attendees who are qualified in the area they want to support. We also bring on a few junior staff members each year to work under the supervision of other experienced staff. If you've got the experience and are willing to give some of your time to commit to training fellow members, go ahead and apply. Staff members are required to pay a \$45 fee to cover the costs of basic supplies on site. Meals, lodging on site, and training materials are included. Staff activity dates vary by assignment.

If you have any additional questions please direct them to the NESA staff at NESA@capnhq.gov or call 1-888-211-1812 extension 323.

We look forward to seeing you at the 2009 NESA!

Submitted by: Col. Roy Douglas, CC, NCWG

Carolina WingTips

Boone Cadet appointed to USAF Academy

Please join me in congratulating C/1st Lieutenant Max Robertson for his appointment to the United States Air Force Academy! On 9 February 2009, Max Robertson was offered an appointment to the 2013 call of the U.S. Air Force Academy. Only about 1,500 are accepted out of 9,200 applicants. Induction Day is June 25 2009.

We are so proud of Cadet Robertson's commitment to the Boone Composite Squadron and Civil Air Patrol. Cadet Robertson joined CAP on 27 Apr 2005. Since joining, Cadet Robertson has grown personally and professionally while serving in numerous leadership capacities at the Squadron level, including Cadet Commander. He has served and attended at the Wing encampment, attended the Advanced Technologies Academy, and served as a page in the United States Congress. Cadet Robertson's exemplary experience and dedication will truly become an asset as he begins his career in the United States Air Force.

Again, please help me in congratulating him on his outstanding achievement. You are welcome to e-mail Cadet Robertson at streakjet5@yahoo.com.

Thank you all for all that you do!

Seth A. Norris, Capt, CAP

NC153 / CC

Mountain Flying Expert Dies in Crash

If you think you are qualified to fly in the mountains after Mountain Fury, read on and think again....

The pilot who, literally, wrote the book on mountain flying has died in the March 17 crash of his Cessna 180. Sparky Imeson's Mountain Flying Bible is considered the best of several books on the subject by the veteran pilot, who was flying solo when he crashed. Investigators are still trying to determine what caused the accident about 18 miles from his departure point, Bozeman, Montana. Imeson was headed for Helena, Montana, about an hour's flying time away from Bozeman. When he did not arrive, a search was launched. The burnt wreckage of his Cessna was discovered on March 19 with his body inside. The crash site was near the location of a June 2007 crash in the Elkhorn Mountains that Imeson survived along with another pilot.

Submitted by Capt. Craig Winkleman, NC-048

New NC Wing Professional Development Officer

I am pleased to announce the appointment of 1st Lt Jim Thomasson as the new Director of Professional Development for North Carolina Wing. His background includes a BA degree from UNC-CH 1975; 22 years management experience; with 10 years Information Technology experience. He has been a member of CAP for just under 2 years and has completed SLS, UCC, CLC and will be attending the RSC in June. He holds a Senior rating in Logistics, Technician ratings in Communications and Information Technology. He is enrolled in the Professional Development specialty track and has completed all the requirements for Level 3 of the Professional Development program.

DAVID E CRAWFORD, Lt Col, CAP

Chief of Staff

North Carolina Wing

Carolina WingTips

Ground Search and Rescue College coming in April

The 2009 Ground Search and Rescue College will be held at Pocahontas State Park near Richmond on 17, 18, 19 April 2009 and 8, 9, 10 May 2009.

The college will offer Virginia Department of Emergency Management (VDEM) courses in Field Team Member (FTM), Field Team Leader (FTL), and Practical Search Operations (PSO). Civil Air Patrol members successfully completing the two weekend Field Team Member course will achieve VDEM certification and CAP certification in Ground Team Member (GTM) 1, 2, and 3. Successful completion of Field Team Leader will lead to VDEM certification and CAP qualification in Ground Team Leader (GTL). In either case the applicant must have completed all requirements by the second weekend in order to achieve CAP certification. Practical Search Operation (PSO) does not lead to any CAP certification, but is highly recommended for CAP incident staff members.

State certification as a FTM is offered for personnel who are 16 or older. If a cadet aged 15 attends FTM and passes the testing, they will receive a letter allowing them to seek state certification when they turn 16. Cadets can be certified as CAP GTMs at any age. To attend as a GTL the cadet must be age 17 or older. If 17 they will receive a letter allowing them to seek VDEM certification when they reach 18. They can also be certified as a CAP GTL once they turn 18.

Both FTM and FTL require the completion of BOTH weekends and successfully passing the both the written and the practical test. Lodging will be provided, but members must be prepared to provide their own food.

While the Virginia Department of Emergency Management is providing the instructors and course materials, participants are asked to bear the cost of the use of the facility, materials and administration. Each participant will pay \$50.00 which will cover these costs for both weekends.

To apply the member must fill out either a CAPF 31 (cadets) or a CAPF 17 (senior members). The forms should be e-mailed to your squadron commander, who should forward them on to Maj James Quinn at dos@natcapwg.cap.gov with their endorsement.

Applicants accepted for the training will receive further information about what to bring, facilities, directions and instructions. A check for \$50.00 made out to CAP-GSAR must be presented at registration on the first weekend. Students who do not have their checks will not be permitted to attend the training.

Questions can be directed to Lt Col Carter at dcarter001@msn.com or Maj Quinn at dos@natcapwg.cap.gov.

DAVIDA. CARTER, Lt Col, CAP

GSAR Incident Commander

Predictable Outcome From "Over The Airwaves," by Bob Miller, ATP, CFII, rjma@rjma.com

How terribly frustrating it is to continue reading about fatal stall/spin accidents in the traffic pattern. Curiously, we can set our clocks by the frequency they occur . . . which is one per week in the United States.

Take the case of a 600 hour pilot with 248 hours in a Cirrus SR22 who permitted his airplane to slow to 60 knots while in a 30 degree bank as he turned from base to final on his approach to the Aero Plantation Airport (NC21), near Waxhaw, North Carolina.

Predictable outcome!

Sadly, but predictably, this airplane stalled. So why did the pilot allow his airspeed to slow to 60 knots while in a 30 degree bank? Was he not aware of the effect of bank angle on stall speed? Remember, this stuff is covered in chapter 1 of every private pilot training manual!

According to the NTSB report, the pilot was attempting a tail wind landing Runway 6, which is just 2,400 feet long and down sloping. The winds at the time of the crash were reported at 310 degrees at 11 knots, gusting to 20 knots. This, of course, raises another question about selecting the proper runway for landing.

Do you see an accident chain beginning to build here? Banking low and slow in a high performance airplane in 20 knot gusting winds for a downwind landing to a short runway with a downhill slope.

Was this a knowledge problem, a skill problem, or judgment problem. It sounds to me like a bit of all.

NC 082 CONDUCTS “CADET GREAT START” PROGRAM

“PRIMARY GOAL: To provide new cadets with an exciting, comprehensive, and educationally sound introduction to the CAP Cadet Program, enabling them to succeed quickly” -CAP Pamphlet 52-9, April 2008 p.5

Saturday, February 28th, twelve cadets attended the Cadet Great Start Program hosted by the Winston-Salem Composite Squadron MER-NC-082, under the able direction of C/Lt Col Barry Feinstein. Although the program is designed primarily for the benefit of new cadets, the weekend proved to be quite beneficial to the participating cadet NCOs and cadet officers as well.

Using the Cadet Great Start pamphlet 52-9 as a guide, C/Lt Col Feinstein put together a well-organized and complete schedule of activities. These activities covered all five areas of the CAP Cadet Program: aerospace education, leadership, physical fitness, character development and special activities, giving the new cadets a very thorough introduction to the Civil Air Patrol Cadet Program.

Cadets Jared Mohler, James Osborne, Zachary Osborne, Austin Price and Tyler Wimbish participated in the weekend. The academic courses were interspersed with hands-on activities such as “the minefield” team-builder and physical activities such as CPFT and drills. This kept the cadets active and their minds sharp throughout the program. The cadets’ excellent testing scores at the end of the program can attest to this.

By involving NC-082 cadet officers and cadet NCOs, C/Lt Col Feinstein was able to get the most out of Cadet Great Start Program for his squadron. C/2d Lt Warren Pettee served as the school Cadet Deputy Commander. C/2d Lt Curtis Kenchel was in charge of the cadets in the Cadet Great Start Course. C/MSgt Johnson (promoted to C/SMSgt by the end of the day) was in charge of a concurrent NCO school. NCOs would learn skills necessary to be a cadet flight sergeant and then be able to practice them with the airmen. The NCOs were C/SSgt Josiah Gourley, C/SrA James Pressley, and C/SSgt Christopher Price; they instructed the new cadets in Leadership Foundations, Curry Achievement Study, Aerospace Dimensions, and Drill and Ceremonies. C/Lt Col Feinstein whet the new cadets’ appetite for Emergency Services training. The classroom instruction and supervisory experiences will prepare these young men to be better officers and leaders in CAP.

In the hands of a competent cadet staff, the Cadet Great Start Program has proven to be an effective training tool. In addition to achieving its express objectives for new cadets, it has proven also to be a great benefit to the Cadet Officers and NCOs. What can be achieved in one weekend with positive leadership and the right tools is impressive. C/Lt Col Barry Feinstein along with his cadet staff has managed in one weekend to advance the Winston-Salem Composite Squadron by leaps and bounds using the Cadet Great Start materials. The squadron will be even stronger because of it. Keep watching MER-NC-082 for great cadet leadership and many more major achievements to come.

Article by: SM Leslieann Gourley

Deputy Public Affairs Officer NC082



*Photographs by: SM leslieann Gourley
Deputy Public Affairs Officer NC082*



Local unit welcomes new chaplain and husband pilot

Chaplain (Captain) Laura Johnson is Raleigh-Wake's first female chaplain.

Contact: 1st Lt. Don Penven

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dperven@ncwg.cap.org

March 12, 2009

Raleigh, NC – During the regular meeting conducted at the Raleigh-Wake Composite Squadron's headquarters, Capt. Tim Tessin, Unit Commander, officiated at the promotion ceremony of Chaplain (Captain) Laura Johnson. Assisting Capt. Tessin was Chaplain (Lt. Col.) David Bobbey, NC Wing Chaplain. Chaplain Johnson is an ordained minister and is the pastor of Hood Memorial Christian Church (Disciples of Christ) in Dunn, NC. Prior to receiving Standing in the Disciples of Christ denomination, Rev. Johnson was a Baptist pastor. She was ordained by Forest Hills Baptist Church in Raleigh in August 2003.

Chaplain Johnson developed an interest in CAP after her husband, 1st. Lt. Allen Johnson, joined Raleigh-Wake and mentioned that the squadron didn't have a chaplain. Lt. Johnson has been a private pilot for 10 years and has flown volunteer missions for Angel Flight. He is a software tester working in Cary and is the son of The Reverend Dr. Paul Johnson and Mrs. Vera Johnson, who were missionaries to the Philippines for more than 20 years. 1st. Lt. Johnson was born in Davao City. Dr. Paul Johnson is currently the pastor of Calvary Baptist Church in Dunn. 1st. Lt. Johnson has a Bachelor of Science Degree from Campbell University in Buies Creek, NC.

Chaplain Johnson has a Bachelor of Arts degree in English from King College, in Bristol, Tennessee. She received a Master of Divinity Degree from Campbell University Divinity School. Chaplain Johnson is certified as a Critical Incident Stress Management team member, which is also an important component of a CAP Chaplaincy. The Johnsons live in Clayton, NC.

Capt. Tessin stated that Chaplain Johnson will fill a void left by the late Chaplain (Lt. Col.) Royce Beacham. Chaplain Beacham received a commendation from the NC Legislature when a joint Senate and House resolution was read into law.



L-R: Chaplain Bobbey, Chaplain Johnson, Capt. Tessin

NC WING stresses “O” rides for educators

While the weather was cloudy and the possibility of freezing rain predicted for the night hours, SM Gene Clodfelter PAO for NC082 flew with Maj Dan Wishnietsky, one of the Wing Aerospace Education (External) Officers, to Greenville, NC. The trip was to give two teachers an orientation-ride to help generate interest in promoting Aerospace Education in our school systems. This particular mission included a teacher from East Carolina University who indicated that she was very impressed with her experience. Sharon Sohleigh plans to use her position at ECU, where she teaches prospective teachers, to get involved with this program. She wants to use CAPAE material in her teaching to encourage these new teachers when they graduate to help their students to become involved in learning about Aerospace. This particular mission is significant in that one teacher who flew will reach many new teachers.

Major Wishnietsky had flown a similar mission to Southern Pines the day before. In this case it was a middle school teacher and her class was allowed to take turns getting into the aircraft and ask questions about the plane and Aerospace as a whole. This teacher will go back to her class and share the experience of flying. Allowing these children the experience of actually being in the aircraft will in itself be a lifelong memory for many. A similar experience occurred at the Winston-Salem air show where probably a thousand kids got to sit in the plane, put on the earphones, move the controls. There was a constant line of kids of all ages for two days.

Lt. Col Bill Hawke has also been involved in this project. His flight was covered in a previous Wingspan newsletter. The intent of this article is to encourage all of the other squadrons in the Wing to get involved. Aerospace Education is one of the congress mandated operations that we are to be in the forefront in leadership. Allowing teachers to have the experience of flight is probably the best way we can promote this program. When we get the teachers excited and into the program, they will take it to the kids. We as CAP members may also have the privilege of taking part in the classroom as well. If you are interested in participating in this program contact Major Dan Wishnietsky at wishnietskyd@bellsouth.net.

SM Gene Clodfelter Public Affairs Officer NC082



Photo by SM Gene Clodfelter



Major Dan Wishnietsky With ECU teacher Sharron Sohleigh and Tutor Brian Sohleigh preparing for an Aerospace Education teacher orientation flight out of Greenville-Pitt air port

GROUP 3 “RE-GROUPS”

On a rainy and cold Saturday morning in Greenville, NC, 15 members of Group 3, gathered to say farewell to two former squadrons and to rethink doing more with less. The gauntlet has been thrown and the seven squadrons in the group are picking it up and running with it!

Lt. Col. Dan Ellis began the meeting by giving plaques to Lt. Col. Gerald West, Cape Fear Composite, and Capt. Jerry Simmons, Johnston County Composite, in appreciation for their long and faithful service to Group 3. Lt. Col. West becomes part of Group 5 and Capt. Simmons moves to Group 2. They will certainly be missed. Lt. Col. Ellis next presented Maj. John Kay, new Group 5 Commander, with a certificate of appreciation for his work in Group 3 and congratulated him on his new appointment.

Lt. Col. Ellis introduced the newest staff members of Group 3: Lt. Col. Wes Surratt, Deputy Commander, and Maj. Fred Eldredge, Operations Officer. Maj. Lin Dabney is Chief of Staff.

Much emphasis was placed on getting more pilots qualified as Form 5 pilots and Maj. Eldredge presented a thorough outline of how to go about doing everything required under the current regulations. He presented all commanders with a syllabus of what to do for all phases of Form 5 and Form 91s. He also noted that Orientation Flights have been booked for the next several weekends in order to maximize the use of the Group’s aircraft.

There are two Air Shows coming up in April and May in which we will have static displays: Wings Over Wayne, April 15-17, and Cherry Point Air Show’s “Canada to the Carolinas, Friends in Flight”, May 15-17. June brings cadet encampment and much help is still needed. Group 3 members are also helping with SUIs as needed.

The next three months are a busy time for the Wing, and Group 3 intends to be a viable and active part of the mission.

Semper Vi,

Maj. Linda Eldredge, Group 3 PAO

14 March 2009



Regroup and Rethink. Lt. Col. Ellis, Maj. Fred Eldredge



L - R: Lt. Col. Ellis, Capt. Simmons



What's the question?



Lt. Co. Ellis, Maj. Kay

The Dream

By: Lt. Col John Smoot
NCWG CAP

When you look at the picture of the first powered flight at Kitty Hawk, have you ever wondered what brought those two bicycle mechanics to that point? What brought them to this desolate place hundreds of miles from home; a point in their lives where Orville lies amid a fragile mass of sticks, muslin and wired, four feet above the ground supported only by a column of unseen air? What caused them to endure the jeers of those who doubted their success, the financial drain of several failures and not the least, the hardships of the harsh winter weather of the North Carolina outer banks.

Was it their correspondence with Octave Chanute about his gliding experiments? Perhaps it was the writings of Otto Lilienthal, the German father of hang-gliding. Their inspiration may have gone back to the ballooning exploits of the Montgolfier brothers, or even further through the time of Leonardo da Vinci, past the French monk, Elmer, to the stories of Greek mythology.

The singular thing that inspired Orville and Wilbur Wright to press on in the face of adversity was the same thing that inspires many members of the Civil Air Patrol. That inspiration was a dream.

Since the existence of man and birds, man has dreamed of flying. To fly would be beyond the ordinary and would allow freedom from the boundaries of earth. Most civilizations have considered the sky to be the place where heaven is, to fly would be a near-God experience. Think about those times when you have been aloft as the sun rose or that magical time in the late evening when one half of the sky is jet black and the other is a mass of shimmering gold from the setting sun. Greek gods lived in the sky with thunder and lightning as their weapons. Mercury even had wings on his feet and helmet.

Greek mythology tells us of Icarus and his father who were banished to a labyrinth on the island of Crete. They made wings of feathers attached with bees wax and flew out of their prison. Unfortunately, Icarus disobeyed his father and flew to close to the sun and the wax melted causing the young boy to plunge into the sea.

Elmer, a French monk, dreamed of flight to the point that he made wings of sticks and cloth and attempted to fly from the highest place on the monastery wall. Hopefully he received his proper wings moments later.

Leonardo da Vinci had the dream and designed the ornithopter, a man-powered, wing-flapping flying machine. With all his brilliance, Leonardo did not understand power-to-weight ratio and his invention failed. He also designed the helix, the first helicopter. It looked like a giant screw that when turned would lift its occupant into the air. Da Vinci did not understand torque and this device also failed to fly. One thing that he did understand was that if man did succeed in flying, he might need an alternate method of returning to earth. For this occasion da Vinci designed the parachute.

In 1783 the Montgolfier brothers of Paris succeeded in getting a large, passenger-carrying balloon into the air even though they thought it was the dense smoke, not the hot air that provided the lifting force.

Otto Lilienthal dreamed of flying so much that he built a hill from which he could hang-glide no matter which way the wind was blowing. He logged over three hundred flights for a total flying time of just over thirty

minutes. Fortunately Lillenthal documented his experiments before he was killed when his craft stalled and crashed.

Samuel Langley, Secretary of the Smithsonian, had the dream but even with the financial backing of that prestigious institution, he could not get his man-carrying machine to fly.

Orville and Wilbur Wright, with only high school educations, plodded methodically along; reading and dissecting everything that had been written by others who had the dream. They corrected errors in Lilienthal's calculations for lift; tested theories with wing-shaped kites; learned from Chanute and, after successful gliding flights from the top of the Carolina dunes, decided that they were ready for powered flight.

With typical Wright tenacity, the brothers overcame the last obstacle to realizing their dream. When no suitable power plant could be found, the brothers designed and built their own.

At last, everything was ready. The machine was complete; the track used for take-off was staked to the ground; helping hands from the lifeboat station were ready to assist. Which brother would make history making the first powered flight? Wilbur won the coin toss but failed to get the craft into the air. Then it was Orville's turn.

The Wrights mounted their camera in a tripod and gave instructions on how to trip the shutter to a man from the lifeboat station.

Orville took his place, lying prone on the lower wing, checked his controls and called for the propellers to be spun. With the engine running, Orville nodded his head and the machine was released. A few seconds later the craft and its pilot rose into the air. Fortunately, in spite of the clatter of chain drives and the popping of the engine, and the amazement of what was happening, the shutter was tripped to record the event for history.

This flight was both the culmination and the beginning of a dream. This first flight marked the end of the dream to attain sustained powered flight and provided the opening of another, more far-reaching dream. It is that dream which continues to draw mankind toward anything that flies. It is this dream, so aptly by an obscure World War Two pilot named McGee, to..."Slip the surly bonds of earth...put out our hands and touch the face of God." The dream is, "The Dream of Flight."



NC Wing Cadet to soon move on to an even higher calling

1st. Lt. Don Penven

PAO, NC-048

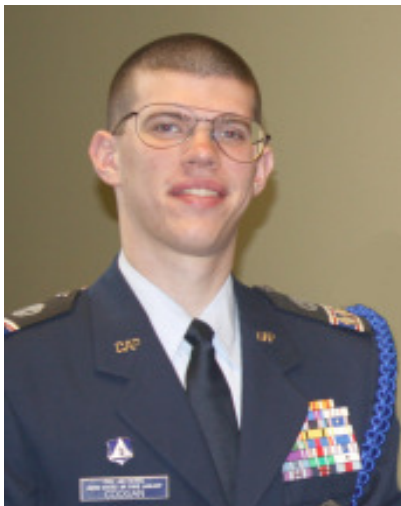
Jeremiah Coogan joined CAP in September of 2004 after learning from relatives that 10% of each freshman class at the Air Force Academy were CAP members. Imagine if you will, a young man who has been accepted at MIT and Wheaton College; has a conditional acceptance from West Point (all but medical qualification); has completed his file at the US Air Force Academy (again, waiting for his medical review); has received Type 1 scholarships from the Air Force and Army ROTC; and is designated a National Merit Scholar, but the highlights of his four year career in CAP have been his having served as the NC Wing Cadet Leadership Development Officer and serving as the Cadet Commander for the Raleigh-Wake Composite Squadron (NC-048) during the year when the squadron received the Squadron of Merit Award.

“In this last role,” Coogan said, “I have had the privilege of developing a program to give cadets across the wing integrated leadership training, a program that I hope will far outlive my presence in NCWG. This last year, I have been able to be involved in starting several new things: I am involved in developing a Cadet DDR Training Track, am assisting in the start of Bulldog Flight at Southeast Raleigh High School, and have been developing the Wing Cadet Leadership Schools.”

Coogan’s activities on the National and Region level include: USAFA Summer Seminar, Colorado Springs, CO (08-13 JUN 2008), Civic Leadership Academy, Washington, DC (23 FEB – 1 MAR 2008). SUPTFC-MS-02, Flight Commander (15-21 JUL 2007), SUPTFC-MS-01, Flight Commander (07-14 JUL 2007), Southeast Region Cadet Leadership School, Arnold AFB (26-31 DEC 2006).

He has served as a staff member at two encampments in North Carolina, Wisconsin Cadet Academy, NCWG Cadet Competition Seminar Instructor, Flight Commander, NCWG Cadet Conference, attended NCWG NCO School and served as flight commander at a Texas Wing Encampment. Additionally he was part of the MER Drill Team and NCWG Color Guard in 2006.

“Cadet Col. Coogan typifies the true spirit and high expectations that the NC Wing cadet program strives to instill in all cadets,” said Lt. Col. Al Therriault, NC Wing Director of Cadet Program and NC-048 Deputy Commander for Cadets. “This young man has achieved every goal he set for himself. In less than four years he skyrocketed through the ranks like none other it has been my privilege to witness.”



WINSTON-SALEM COMPOSITE SQUADRON CADETS ANNUAL DINING OUT

Feb 26, 2009 – Winston-Salem Composite Squadron, North Carolina Wing, cadets hosted their annual dining out consisting of seven awards and of course, their squadron yearly awards, C/Lt Col Barry Fienstien, the cadet commander, was in charge of the overall event. Receiving Billy Mitchell Awards were C/2d Lt Curtis Kenchel, C/2d Lt Warren Pettee, C/2d Lt Robert Williams, and C/2d Lt Nathan Sanders. Also that night Wright Brothers Awards were also received by C/STSgt Josiah Gourley, and C/SSgt Jonathan Jeffries. C/SSgt Christopher Price also earned his Wright Brothers Award, but was not in attendance to receive it.

The night started with the entrance of the head table and introduction of the honored guest of the night, Attorney R. Michael Wells, Sr. As the night progressed the mess was opened, and Maj. Ron Cheek, who provided an excellent meal for the night, kept the buffet well stocked. “The Grog” bowl was also well received that night by members. (“The ‘Grog” Bowl is patterned after an existing Air Force tradition started under Air Force General Hap Arnold, which is a symbolic fun way of punishment for infractions committed) Later, Attorney Wells gave a well done lecture for the squadron, designed to give the members insight on goal making and motivating them for the future. Several senior members and parents of cadets had high remarks on his lecture and several were interested in his list of recommended books.

As the night began to slowly come to a close, the squadron began their awards ceremony. Three Wright Brothers Awards and four Billy Mitchell awards were presented. That night the number of cadet promotions that year was counted over fifty, with fewer than thirty active participants. The dining out marked the end of a highly successful year for the squadron, despite being moved from a larger previous facility. There were Certificates of Appreciation presented to senior members Chaplain Captain Needham, Major Cheek and Major Wishnietsky for special services to the cadets.

We want to thank Knollwood Baptist Church for allowing us to use their facilities again this year.

Written by: C/2^d Lt Warren Pettee NC082 Cadet Public Affairs Officer

Photos by: SM Gene Clodfelter



Cadet Color Guard Open Gathering



Attorney Mike Wells addresses the group



Aerial mapping of Bogue Sound

Marine Corps Air Station Cherry Point NC is conducting an investigation of potential impacts of training operations at a former bomb target in the 1940s-1950s, in partnership with the U.S. Environmental Protection Agency and the North Carolina Department of Environment and Natural Resource.

“Digital Geophysical Mapping (DGM) began the first of March and covers about 10 square miles of Bogue Sound. DGM surveys use geophysical instruments such as magnetometers – instruments that measure the strength or direction of the earth’s magnetic field – to locate and create a digital map of metallic objects, submerged under water or buried under the ground surface, that might be munitions. In aerial DGM surveys, these instruments are mounted on booms attached to the aircraft.” NAVFAC bulletin, Feb 09.

The commercial helicopter in these photos, shown with a magnetometer array, flies back and forth a few feet above the water, covering small survey blocks of ½ by ¼ mile size. The flyovers are ongoing seven days a week during daylight hours, weather permitting.

Notices and signs are posted to boaters to avoid the area where the survey is taking place.

Members of Coastal Patrol Base 21 were afforded a unique opportunity to view the helo up close as it is parked outside the squadron meeting place.

Article and photos by Maj. Linda Eldredge, PAO, Coastal Patrol Base 21



NC Wing conducts Ground Team Training

BURLINGTON, NC (March 29th, 2009) - The North Carolina Wing of the Civil Air Patrol held Ground Team Training at the Burlington-Alamance Regional Airport this weekend. Senior officers and cadets from across the wing trained indoors and outdoors in all aspects of Civil Air Patrol Ground Team missions.

The training weekend kicked off on Friday evening with indoor classes. This familiarization training continued throughout the weekend. Students learned the proper use of compasses and maps, natural hazards, dealing with the weather, and radio procedures.

On Saturday and Sunday, students also trained outdoors. The event staff set up compass training stations, a land navigation course, and line search courses. Students were trained and evaluated on these topics both individually and in small teams. Wet and stormy weather affected class scheduling, but did not prevent outdoor training.

One of the goals of this training school was to cover all familiarization and advanced tasks needed for GTM3 certification. In addition, many GTM2 tasks were covered for advanced students. In all, 30 students from around the state took part in this training.

Training staff included Capt Andy Wiggs, Maj John Kay, Cadet M. Ellis, 1st Lt David Rineland, TSgt E. Bullock, C/CMSgt Noah Hoffer, C/Capt Will Buslinger, C/Amn Cameron Horner, Cadet Caleb Bartel, SMSgt Joshua Crafts, Cadet Jordan Andrews, Cadet Travis Connelly, C/Maj Barry Feinstein, C/MSgt Jordan Crawford, C/1st Lt Robert Dahms, C/SMSgt Joshua Crafts, Capt David Buslinger, 1st Lt Ruth Buslinger.

KERTIS HENDERSON, Capt, CAP
Public Affairs Officer
Burlington Composite Squadron



Land navigation training

Photos by 1st Lt Ruth Buslinger
Burlington Composite Squadron



Ground team line search

Staff chosen for NC-NATCAP-2009

I am pleased to announce the cadet staff for the NC-NATCAP 2009 Summer Encampment. Congratulations to all who made it through the selection process and received a slot. With 50 applicants this year, it was extremely difficult to decide.

Executive Staff NATCAP-2009

Cadet Commander: Cadet Major Zachariah Kier

Cadet Deputy Commander: Cadet Major Hamilton Evrard

Cadet Executive Officer: Cadet Lieutenant Colonel Barry Feinstein

Cadet Command Chief: Cadet Chief Master Sergeant Taylor Huneycutt

Adviser to the Cadet Commander: Cadet Colonel Jeremiah Coogan

Line Staff

9th Cadet Training Squadron Commander: Cadet Captain Nicholas Padleckas

9th Cadet Training Squadron First Sergeant: Cadet Master Sergeant Matthew Harford

Flight Commander: Cadet First Lieutenant Joseph Houston

Flight Sergeant: Cadet Chief Master Sergeant Andrew Dahms

Flight Commander: Cadet Second Lieutenant Will Seaman

Flight Sergeant: Cadet Senior Master Sergeant Danielle Bullock

Flight Commander: Cadet Second Lieutenant Emily Bullock

Flight Sergeant: Cadet Senior Master Sergeant Ryan Walker

10th Cadet Training Squadron Commander: Cadet Captain Stephen Bloemsma

10th Cadet Training Squadron First Sergeant: Cadet Senior Master Sergeant Sierra Larson

Flight Commander: Cadet Captain Josiah Tillett

Flight Sergeant: Cadet Master Sergeant Christian Sluder

Flight Commander: Cadet Second Lieutenant Warren Pettee

Flight Sergeant: Cadet Technical Sergeant Forrest Brown

Flight Commander: Cadet Chief Master Sergeant Elizabeth Bullock

Flight Sergeant: Cadet Senior Master Sergeant Sarah Logel

Support Staff

Administrative Officer: Cadet First Lieutenant Zachary Baughman

Logistics and Communications Officer: Cadet Captain James Thomas

Deputy Logistics and Communications Officer: Cadet Chief Master Sergeant Graham Neville

Public Affairs Officers: Cadet Senior Master Sergeant Timothy Johnson and Cadet Master Sergeant Micah Larson

Safety Officers: Cadet First Lieutenant Robert Dahms and Cadet First Lieutenant Kyle Zobel

Standardizations, Evaluations, and Training Officer: Cadet First Lieutenant Joel Woods

Deputy Standardizations, Evaluations, and Training Officers: Cadet Lieutenant Colonel James Flanagan and Cadet Captain Stephen Coogan

C/Lt Col Feinstein, Cadet Executive Officer

NCWG-NATCAP 2009 Summer Encampment

**SEE NATCAP STORY
ON PAGE 19**

NC Cadets move on to National Competition

When it happens once, it is cool, but TWICE, TWO YEARS IN A ROW, AWESOME. North Carolina Cadets take the top seat in Middle East Region. Below is a list of some of the individual statistics. But they are only the numbers. The proof was watching these outstanding individuals in action. Their dedication and determination was evident in the way they executed their tasks with precision, style and professionalism. Having two teams take top honors two years in a row speaks volumes about the support and direction that they receive from their program leaders and families.

A very large and hardy CONGRATULATIONS to the NC Wing Color Guard (aka Orange County Comp Sq) and Drill Team(aka Apex Cadet Sq) for their outstanding accomplishment.

ALBERT R. THERRIAULT, Lt Col, CAP
Director of Cadet Programs
North Carolina Wing



Orange Co. Color Guard and Staff
Photo by 2nd. Lt. Buddy Priest



Apex Drill Team
Photo supplied by Lt. Col. Pam Strug



For the complete story go to:

<http://www.ncwg.cap.gov/index.cfm?fuseaction=article.display&articleID=339>

Cadets compete for encampment slots

BURLINGTON, NC - Tension ran high last Saturday. According to senior member Captain Paul Twiddy, “the tension in the room was so thick you could cut it with a two-by-four.” Each Cadet knew that out of the 50 NCOs and officers who had applied, only 27 would be selected as staff for the NC-NATCAP 2009 Summer Encampment.

After their arrival, the applicants were administered a 60 question test that examined their knowledge of drill, regulations, and PT. Applicants were next tested for the basic qualifications that the certain position required. When the last applicant completed the drill calling evaluation, C/Maj Zachariah Kier, C/Lt Col Barry Feinstein, C/Maj Hamilton Evrard, C/Col Jeremiah Coogan, Lt Col Therriault, and Capt Wiggs withdrew to their private conference room while the cadets ate lunch and waited for the results of the first cut.

One hour passed with no sign of the dignitaries. Finally, C/Col Coogan returned to the auditorium soon followed by the rest of the selection team. The long awaited moment had arrived. It was now time to announce the first cut. A list of names was read that contained the cadets who would be invited for an interview. The applicants who had passed suddenly found that they could breathe again, while those who hadn’t sadly departed determined to make it next year.

To many cadets, the next part of the selection, the interviews, was easy. As C/SMSGT Sierra Larson put it, “After the first cut, the hard part wasn’t the interview, but the waiting.” For the line staff interviews, the cadets would go into the library where they would answer questions from C/Maj Kier, C/Maj Evrard, and Capt Wiggs. The applicants for support staff were invited to Col Douglass’s office where C/Lt Col Feinstein, C/Col Coogan, and Lt Col Therriault interviewed them.

Finally, with all the interviews complete, the officers returned to the library for another hour-long deliberation to decide who would make the final cut. At 1830, approximately nine hours after the encampment staff selection process began, the final results were relayed by the executive staff to the impatient cadets. The newly selected staff were briefed by their superiors and then gathered on the stage for a group photo. After hours of anticipation and anxiety, the staff selections for the 2009 North Carolina Wing summer encampment were finally complete. Look out, Camp LeJeune here we come!

C/SMSGT Tim Johnson, Public Affairs Officer

C/MSGT Micah Larson, Public Affairs Officer

North Carolina Wing conducts ICS-400 class

Seven graduates qualified for senior mission staff positions

By Maj. Conrad F. D'Cruz

NC Wing Deputy Director of Public Affairs

3/29/2009 – Raleigh, NC – North Carolina Wing conducted an ICS-400 class at the General Aviation Terminal at the Raleigh-Durham International Airport. The National Incident Management System (NIMS) provides a systematic approach and framework called the Incident Command System (ICS), to guide government agencies, non-governmental organizations and organizations in the private sector to work together during incidents and events. ICS-400: *Advanced ICS for Command and General Staff*, is the highest level ICS course required by C.A.P. for senior incident and mission management positions.

Seven senior members from across the wing assembled in the conference room of the GAT early Saturday morning ready to start the last in the series of ICS courses that built on what was learned in the ICS-300 course. ICS-400 is required to qualify members to take management positions during missions and includes the content and objectives stated in the NIMS National Standard Curriculum Training Development Guidance dated March 2007.

The two day class was led by Mr. Glenn C. Clapp, a qualified Fire Service instructor from the Wake Tech Community College. Mr. Clapp brought with him several years of experience participating in major and complex incidents managed using the NIMS Incident Command System. The class was packed with useful information on topics such as Command and General Staff, Unified Command, Area Command and Multi-Agency coordination. The members participated in group table-top exercises in which real world incident scenarios were analyzed and managed.

The fast paced class culminated in an exam on Sunday March 29 that tested the knowledge acquired during the class. The seven members will receive a certificate of course completion from Mr. Clapp and the Wake Tech Community College. In addition they will receive a certificate from the National Fire Academy.



Back row (left to right): 1st. Lt Ralph Flow (NC-150), 1st. Lt. Jim Thomasson (NC-150), Lt. Col. David Crawford (NC-001), Capt. John May (NC-137), Mr. Glenn C. Clapp (Wake Tech Community College), Maj. Sankey Blanton (NC-150)

Front row (left to right): Maj. Conrad F. D'Cruz (NC-001) and 1st. Lt. Don Williams (NC-048).